

# Public Document Pack



Chairman and Members of the  
Development Management  
Committee

Your contact: Peter Mannings  
Extn: 2174  
Date: 31 January 2014

cc. All other recipients of the  
Development Management  
Committee agenda

Dear Councillor,

## **DEVELOPMENT MANAGEMENT COMMITTEE – 31 JANUARY 2014**

Please find attached the Additional Representations Summary as circulated by the Head of Planning and Building Control prior to the meeting in respect of the following:

5. Planning Applications and Unauthorised Development for Consideration by the Committee (Pages 3 – 6)

Yours faithfully,

Peter Mannings  
Democratic Services Officer  
East Herts Council  
[peter.mannings@eastherts.gov.uk](mailto:peter.mannings@eastherts.gov.uk)

**MEETING** : DEVELOPMENT MANAGEMENT COMMITTEE  
**VENUE** : THE MITRE SUITE, BISHOPS STORTFORD  
FOOTBALL CLUB, WOODSIDE, DUNMOW ROAD,  
BISHOP'S STORTFORD.  
**DATE** : THURSDAY 30 JANUARY 2014  
**TIME** : 7.00 PM

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## East Herts Council: Development Management Committee

### Date: 30 January 2014

Summary of additional representations received after completion of reports submitted to the committee, but received by 5pm on the date of the meeting.

Agenda No	Summary of representations	Officer comments
<p><b>5a,</b> <b>3/13/0075/OP</b> <b>Bishop's</b> <b>Stortford</b> <b>North</b></p> <p><i>Traffic</i> <i>Modelling:</i> <i>proposed new</i> <i>junction:</i> <i>Hadham</i> <i>Grove/</i> <i>Hadham Road</i></p>	<p>A representation has been received from a resident of Hadham Grove commenting on the paramics model video clip published on the Councils website.</p> <p>The resident explains that actual vehicle counts have been undertaken on 21 and 23 Jan 2014 and compared with the content of the video.</p> <p>Concern is raised with regard to differences noted between the content of the video and actual counts. It is noted that the model video shows:</p> <ul style="list-style-type: none"> <li>- higher vehicle numbers turn into Hadham Grove than actual;</li> <li>- proportionately fewer vehicles turn into the proposed development;</li> <li>- proportionately fewer vehicles exit the proposed development</li> <li>- higher number of vehicles travel from the town centre westwards than actual;</li> </ul> <p>The applicant has circulated a response note to all members of the committee on 27 Jan 2014. This sets out the following in summary:</p> <ul style="list-style-type: none"> <li>- the paramics modelling used has been assessed and signed</li> </ul>	<p>The comments of local residents, the applicant and the Highway Authority are noted. It is clear that scrutiny of one run of the paramics model does not undermine the credibility of the overall traffic impact assessment. The highway modelling is considered to remain robust.</p>

	<p>off by the Highway Authorities;</p> <ul style="list-style-type: none"> <li>- the video clip on the website is one of a considerable number of runs of the traffic modelling, it is provided to visualise and understand traffic flows, but a single run should not be relied upon in isolation as a comparison with existing conditions;</li> <li>- the applicant has undertaken manual and automatic traffic counts over a period of two weeks.</li> </ul> <p>In relation to the detailed concerns the following points are made:</p> <ul style="list-style-type: none"> <li>- higher vehicle numbers turning into Hadham Grove were used in the model to provide model robustness;</li> <li>- given this approach to Hadham Grove, using a proportionate vehicle numbers approach to the proposed development access is not appropriate, in addition, uses proposed on the site may affect vehicle numbers generated</li> <li>- traffic travelling from the town is higher due to the modelling predicting future traffic flows, in addition, this again demonstrates the robustness of the modelling.</li> </ul> <p>The <u>Highway Authority</u> has commented on the additional information noting that the high vehicle numbers turning into Hadham Grove does model a worst case scenario and that other counts calibrate well with observed data.</p> <p>It is also noted that the modelling is based on a wide set of counts and future modelling assumptions and that it is not appropriate to scrutinise a single clip, extrapolate the information and draw conclusions from it</p>	
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	Ref para 5.8: The <u>Highway Authority</u> has noted that another key factor in deciding to approve a new junction for the eastern neighbourhood was the fact that the capacity benefits resulting from the improvements to the Hadham Road and Stansted Road roundabouts with the A120 fully mitigate the impact of additional delay on the primary route network.	Noted
	Members will have received a briefing note in general terms from the applicant commenting on the background to the application and the access related issues which were the basis of the deferral of the decision from the 5 Dec 2013 meeting of the committee.	Noted
	<i>Health provision:</i> Members are referred to para 8.3.5 of the report to the 5 Dec 2013 meeting. This indicates that health centre provision is proposed as a private enterprise undertaking. Subsequent to the meeting the applicants have confirmed that, if new facilities are not secured through a private enterprise method then a financial contribution can be secured toward this purpose, at a review stage defined in the legal agreement.	
	Some members of the committee have received a representation today from a local resident which refers them to a letter which appears in the local paper today. The letter raises concerns regarding the absence of local resident representation at the access arrangements meeting held on 18 December 2014.	Members will recall that the access arrangements meeting was convened to consider details of alternative access arrangements. Representatives present were as requested by the committee and the options considered have been identified by publication of notes of the meeting.

	<p><u>Affinity Water</u> has written to advise that the site is located within a groundwater Source Protection Zone and the development should therefore be carried out in accordance with the relevant British Standards. They request that they are made aware of when the proposed work is due to commence, so that they can increase their water quality monitoring at their treatment works.</p>	<p>Noted</p>
	<p>Officers understand that Members have received a number of emails from an interested party who expresses concern at the reasons given for the deferral of the application in December and raises specific concerns in respect of secondary schooling and the location of any school on the site; the building of the link road on Green Belt land and the scale of the development and its resultant impact on traffic and congestion in the town.</p>	<p>Members have also been copied into the response from Officers on these matters.</p>